

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Currently Amended): ~~An arrangement of~~ Arrangement ~~An arrangement of~~ a front hood ~~(17)~~ on a vehicle, having at least one hinge device ~~(1)~~ that lies in the rear when viewed in the direction of travel, in the form of a four-joint ~~(3, 4)~~ mechanism, having a long and a short connecting bar, whereby the front hood ~~(17)~~ can be pivoted ~~by means of~~ using the hinge device ~~(1)~~ during normal opening and closing, and can be raised in the rear region in the case of a collision of the vehicle,

wherein

the hinge device ~~(1)~~ has a spring element ~~(2)~~ that activates an adjustment lever ~~(7)~~ in the case of a collision of the vehicle, which lever in turn acts directly on the front hood ~~(17)~~ and ~~rests against the latter~~ fits directly or ~~by way of~~ through intermediate elements ~~(5, 6)~~ to the front hood, whereby the

joints (19) of the four-joint (3, 4) mechanism on the front hood side are fixed in place on a pivot lever (15), in articulated manner, which lever, in the state of rest, is releasably fixed in place on the front hood (17) with one end, and can be pivoted about a rotary joint (6), relative to the front hood (17), with its other end, in the region (18) of the assignment of the adjustment lever (7) to the front hood (17), and the adjustment lever (7) raises the front hood (17) during a collision of the vehicle, guided by the connecting bars (3, 4) of the four-joint mechanism, and raises the pivot lever (15), which comes loose from the front hood (17) on one side, as compared with the state of rest.

Claim 2 (Currently Amended): Arrangement The arrangement according to claim 1, wherein the pivot lever (15) is releasably fixed in place on the front hood (17) with its one end, in such a manner that when a predetermined force in the direction of the change in position of the adjustment lever (7) is exceeded, its releasable connection with the front hood (17) is released when the adjustment lever (7) is triggered, and it can be pivoted about its rotary joint (6) disposed on the front hood (17) at its other end.

Claim 3 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 2, wherein the pivot lever ~~(15)~~ is fixed in place on the front hood ~~(17)~~ with one end, by way of a non-positive-lock and/or positive-lock connection ~~(16, 14)~~.

Claim 4 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 3, wherein the non-positive-lock or positive-lock connection ~~(16, 14)~~ is formed by a mechanical catch connection in which a functional edge ~~(16)~~ on the pivot lever ~~(15)~~ engages behind a counter-shape ~~(14)~~ disposed on the front hood side, and is locked in place with it in the normal state of rest of the front hood ~~(17)~~.

Claim 5 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 1, wherein the front-hood-side end of the adjustment lever ~~(7)~~ stands in a non-positive-lock connection by way of an essentially pin-like pin-shaped segment ~~(18)~~ on the front hood ~~(17)~~.

Claim 6 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 5, wherein the essentially pin-like pin-shaped segment ~~(18)~~ on the front hood ~~(17)~~ can be lifted off from the adjustment lever ~~(7)~~ during normal operation of the hinge device

(1) to open the front hood (17) by means of using the four-joint  
(3, 4) mechanism.

Claim 7 (Currently Amended): Arrangement The arrangement according to claim ± 5, wherein when the adjustment lever (7) is released in the case of a collision, the adjustment lever (7) suddenly pushes the ~~pin-like~~ essentially pin-shaped segment (18) on the front hood (17) in the direction towards the raised position of the front hood (17) and, in this connection, the pivot lever (15) releases its the non-positive-lock connection (16, 14) with the front hood (17), at its end releasably fixed in place on the front hood (17), and pivots relative to the front hood (17) about its rotary joint (6) formed at its other end.

Claim 8 (Currently Amended): Arrangement The arrangement according to claim ± 5, wherein in the normal state of rest of the front hood (17), the front-hood-side end of the adjustment lever (7) is disposed and fixed in place on the car body side in such a manner that the essentially ~~pin-like~~ pin-shaped segment (18) on the front hood (17) rests against the adjustment lever (7).

Claim 9 (Currently Amended): Arrangement The arrangement

according to claim ~~± 5~~, wherein the rotary joint ~~(6)~~ of the pivot lever ~~(15)~~ on the front hood ~~(17)~~ and the ~~pin-like pin-shaped~~ segment ~~(18)~~ of the front hood ~~(17)~~ have an identical point of rotation.

Claim 10 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 1, wherein because of the rotary movement of the pivot lever ~~(15)~~, on the one hand, and the pivoting movement of the adjustment lever ~~(7)~~, on the other hand, the front hood ~~(17)~~ performs a pure pivot movement about a closure device disposed on the front end side of the vehicle, on the front hood ~~(17)~~, without any relative displacements of the front hood ~~(17)~~ in the longitudinal direction of the vehicle, relative to the closure device.

Claim 11 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 1, wherein the spring element ~~(2)~~ has a mechanical leg spring that is biased in the normal state of operation of the arrangement.

Claim 12 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 1, wherein the adjustment lever ~~(7)~~ is held in the state of rest, ~~by means of~~ using a triggering device ~~(9, 10, 11)~~, in its state of being biased by the spring element ~~(2)~~.

Claim 13 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 1, wherein the triggering device ~~(9, 10, 11)~~ can be controllable by way of an actor ~~(11)~~, in the case of a collision, and releases the adjustment lever ~~(7)~~ from its biased state, by way of lever devices ~~(10)~~, with mechanical amplification.

Claim 14 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 13, wherein the actor ~~(11)~~ has an electromagnetic switch.

Claim 15 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 1, wherein the triggering device ~~(9, 10, 11)~~ has a ~~hook-like~~ hook-shaped segment ~~(9)~~ that engages behind an assigned segment ~~(13)~~ of the adjustment lever ~~(7)~~ in the state of rest, and secures the adjustment lever ~~(7)~~ in its position counter to the effect of the spring element ~~(2)~~.

Claim 16 (Currently Amended): ~~Arrangement~~ The arrangement according to claim 15, wherein the ~~hook-like~~ hook-shaped segment ~~(9)~~ of the triggering device ~~(9, 10, 11)~~, the adjustment lever ~~(7)~~, and the spring element ~~(2)~~ can be made to be brought back into their starting state after triggering of the front hood ~~(17)~~, and can be activated again.

Claim 17 (Currently Amended): Arrangement The arrangement according to claim 1, wherein the spring element  $\langle 2 \rangle$  has a fluid medium.

Claim 18 (Currently Amended): Arrangement The arrangement according to claim  $\pm 5$ , wherein the pivot lever  $\langle 15 \rangle$  and the ~~pin-like~~ pin-shaped segment  $\langle 18 \rangle$  are fixed in place on the front hood  $\langle 17 \rangle$  by means of using a common assembly part  $\langle 5 \rangle$ .